

BookletChart™

Moss Point to Vermilion

NOAA Chart 14826

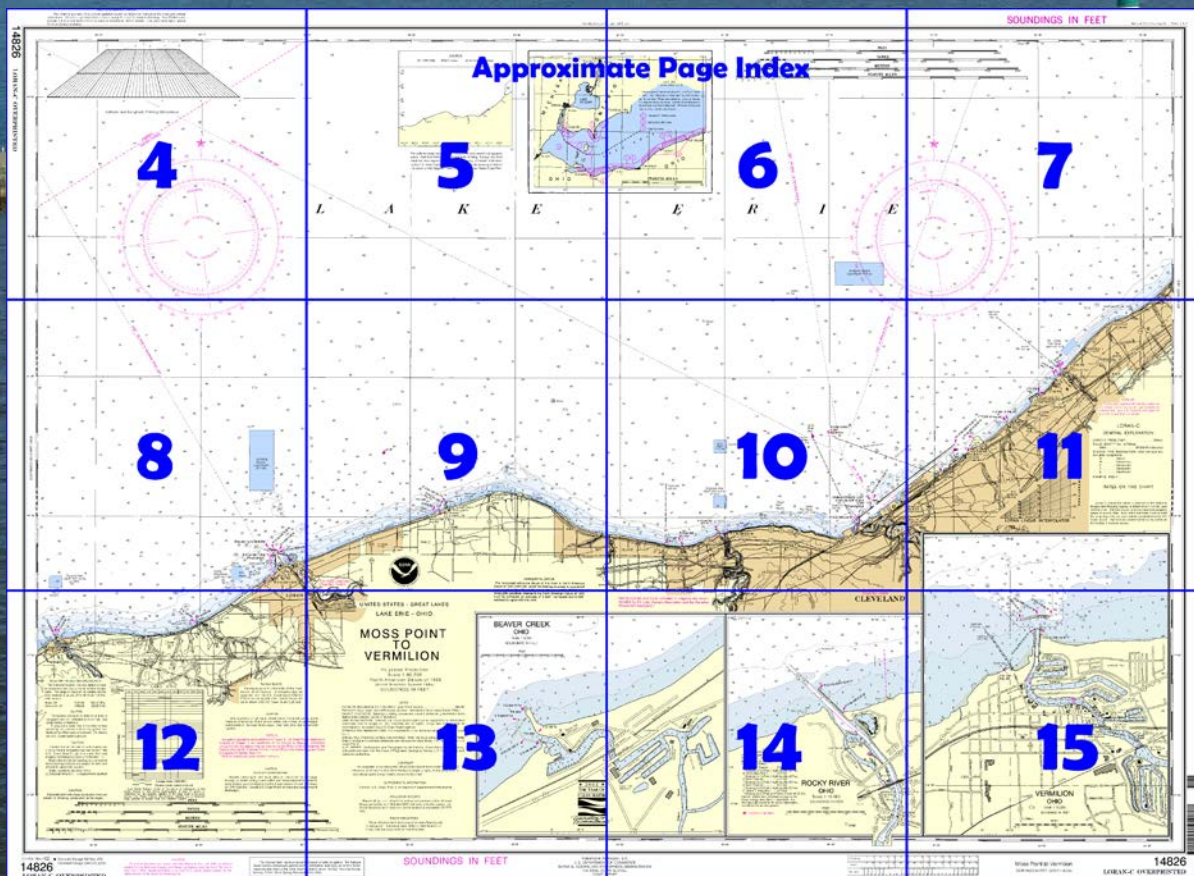


A reduced-scale NOAA nautical chart for small boaters

When possible, use the full-size NOAA chart for navigation.



- Complete, reduced-scale nautical chart
- Print at home for free
- Convenient size
- Up-to-date with Notices to Mariners
- Compiled by NOAA's Office of Coast Survey, the nation's chartmaker



Published by the
National Oceanic and Atmospheric Administration
National Ocean Service
Office of Coast Survey
www.NauticalCharts.NOAA.gov
888-990-NOAA

What are Nautical Charts?

Nautical charts are a fundamental tool of marine navigation. They show water depths, obstructions, buoys, other aids to navigation, and much more. The information is shown in a way that promotes safe and efficient navigation. Chart carriage is mandatory on the commercial ships that carry America's commerce. They are also used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters.

What is a BookletChart™?

This BookletChart is made to help recreational boaters locate themselves on the water. It has been reduced in scale for convenience, but otherwise contains all the information of the full-scale nautical chart. The bar scales have also been reduced, and are accurate when used to measure distances in this BookletChart. See the Note at the bottom of page 5 for the reduction in scale applied to this chart.

Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at <http://www.NauticalCharts.NOAA.gov>.

This BookletChart does NOT fulfill chart carriage requirements for regulated commercial vessels under Titles 33 and 44 of the Code of Federal Regulations.

Notice to Mariners Correction Status

This BookletChart has been updated for chart corrections published in the U.S. Coast Guard Local Notice to Mariners, the National Geospatial Intelligence Agency Weekly Notice to Mariners, and, where applicable, the Canadian Coast Guard Notice to Mariners. Additional chart corrections have been made by NOAA in advance of their publication in a Notice to Mariners. The last Notices to Mariners applied to this chart are listed in the Note at the bottom of page 7. Coast Pilot excerpts are not being corrected.

For latest Coast Pilot excerpt visit the Office of Coast Survey website at <http://www.nauticalcharts.noaa.gov/nsd/searchbychart.php?chart=14826>.



(Selected Excerpts from Coast Pilot)

From Fairport Harbor, the shoreline trends southwest for about 29 miles to the main entrance to Cleveland Harbor. There is deep water about 1 mile offshore at Fairport Harbor, decreasing to 0.5 mile or less offshore at Cleveland. Several small-craft harbors and marinas are along this stretch of low wooded hills.

The Wildwood Yacht Club harbor is about 5.4 miles northeast of Cleveland Harbor East Entrance Light, close northeast

of **Euclid Creek**. The entrance is marked by private lights on the ends of the east and west pierheads. A detached breakwater is marked by

private lights. In 1977, the reported controlling depths were 7 feet in the entrance, and 7 to 11 feet in the harbor.

The Northeast Yacht Club Basin is adjacent to the Cleveland sewage disposal plant, about 4 miles northeast of Cleveland Harbor East Entrance Light. The entrance is marked by private lights on the east end of the north breakwater and the north end of the east breakwater. In 1977, the reported controlling depth was 6 feet in the entrance and in the basin.

In 1984, a dangerous submerged wreck was reported about 2 miles northwest of the mouth of Euclid Creek in about 41°36'N., 81°36'W. About 3.1 miles southwest of Euclid Creek, at the mouth of a stream known locally as **Dugway Brook**, are submerged pilings in 12 feet of water.

Cleveland Harbor, about 175 miles southwest of Buffalo and 95 miles east of Toledo, consists of an outer harbor formed by breakwaters and an inner harbor made up of the **Cuyahoga River** and the **Old River**, which was the original outflow channel of the Cuyahoga River. The city of **Cleveland, OH**, is one of the major industrial centers on Lake Erie. The major commodities handled at the port are steel, heavy machinery, dry bulk and salt.

Vessels calling at Cleveland Harbor may obtain information on river traffic by contacting the Great Lakes Towing Co. dispatcher on VHF-FM channels 16 or 10, or by radiotelephone through a land station, telephone, 800-321-3663.

An unmarked **dumping ground** with a least reported depth of 35 feet is about 9.3 miles north of the main entrance to Cleveland Harbor.

Prominent features.—The most prominent objects when approaching Cleveland Harbor are the Municipal Stadium 0.7 mile east of the mouth of the Cuyahoga River, the Federal Office Building and the Erieview Plaza Tower about 1.1 miles east of the mouth, the Terminal Tower 1 mile southeast of the mouth, and the lighted "W" sign 3.3 miles west of the mouth on the lakefront.

Cleveland Waterworks Intake Crib Light (41°32'54"N., 81°45'00"W.), 55 feet above the water, is a private aid shown from a square house on a cylindrical crib about 3.3 miles northwest of the harbor entrance; a sound signal is at the light.

Cleveland Harbor Main Entrance Light (41°30'32"N., 81°43'04"W.), 63 feet above the water, is shown from a white conical tower with attached building on the west side of the main entrance to Cleveland Harbor; a seasonal sound signal is at the light.

Channels.—Cleveland outer harbor is formed by a series of breakwaters paralleling the shore for about 1 mile west and 4 miles east of the mouth of the Cuyahoga River. Lights mark the ends of each of the breakwaters. The main entrance from Lake Erie is through a dredged approach channel opposite the mouth of the river. The harbor may also be entered at the E end, and small craft may enter at the west end. In the inner harbor, dredged channels lead upstream for about 5.6 miles in the Cuyahoga River and for about 1 mile in Old River, which branches W from Cuyahoga River 0.4 mile above the mouth. Lighted and unlighted buoys mark the limits of the dredged areas in the outer harbor. The piers at the mouth of the river are marked on the outer ends by lights. The Federal project depths are 29 feet in the approach channel from deep water in the lake, thence 28 feet through the entrance channel to the mouth of the river and in West Basin, 28-27 feet in East Basin, and 25 feet in Airport Range. In the inner harbor, project depths are 27 feet in the Cuyahoga River from the mouth to the junction with Old River.

U.S. Coast Guard Rescue Coordination Center 24 hour Regional Contact for Emergencies

RCC Cleveland

Commander

9th CG District

Cleveland, OH

(216) 902-6117

Navigation Managers Area of Responsibility



NOAA's navigation managers serve as ambassadors to the maritime community.

They help identify navigational challenges facing professional and recreational mariners, and provide NOAA resources and information for safe navigation. For additional information, please visit nauticalcharts.noaa.gov/service/navmanagers

To make suggestions or ask questions online, go to nauticalcharts.noaa.gov/inquiry.

To report a chart discrepancy, please use ocsdata.ncd.noaa.gov/idrs/discrepancy.aspx.

Lateral System As Seen Entering From Seaward

on navigable waters except Western Rivers



For more information on aids to navigation, including those on Western Rivers, please consult the latest USCG Light List for your area.

These volumes are available online at <http://www.navcen.uscg.gov>

14826

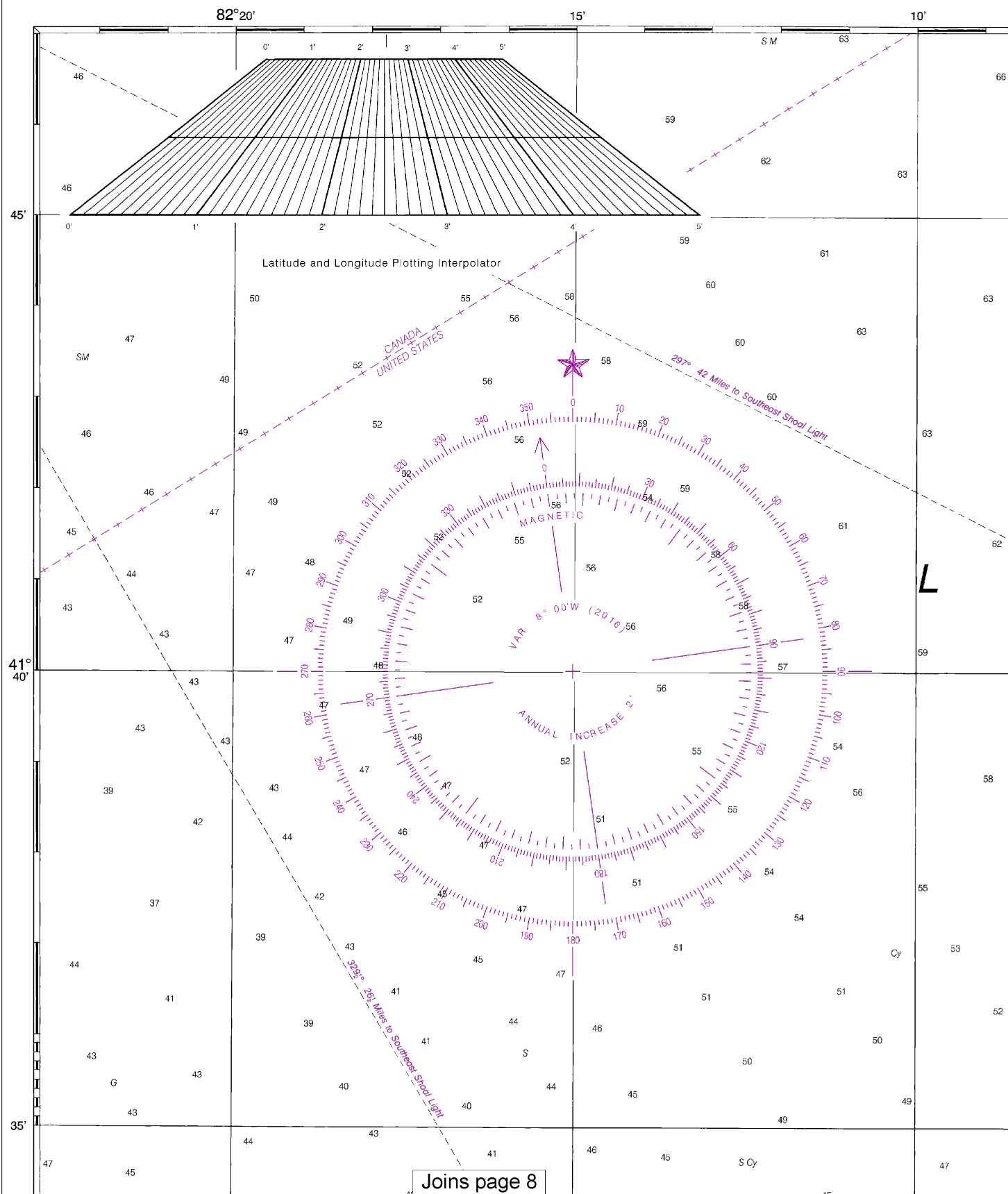
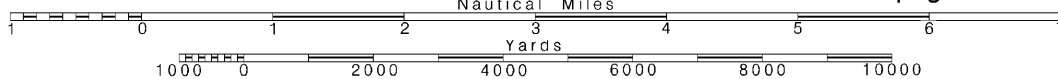
4

Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:80,000
Nautical Miles

See Note on page 5.

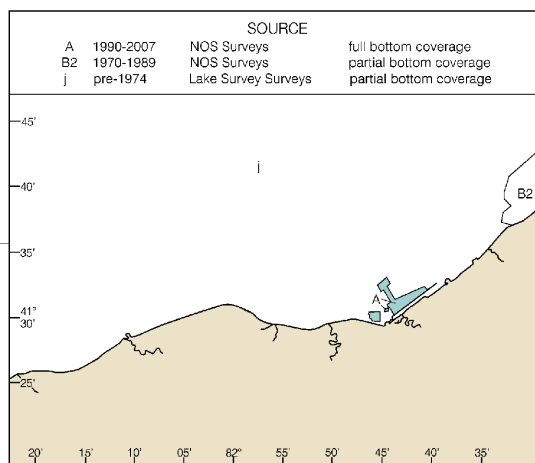


Joins page 8

05'

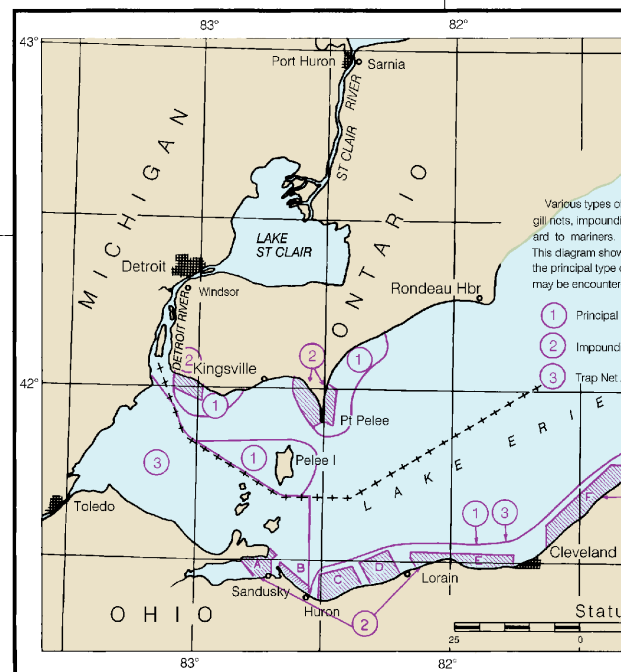
82°00'

55'



SOURCE DIAGRAM

The outlined areas represent the limits of the most recent hydrographic survey information that has been evaluated for charting. Surveys have been banded in this diagram by date and type of survey. Channels maintained by the U.S. Army Corps of Engineers are periodically resurveyed and are not shown on this diagram. Refer to Chapter 1, *United States Coast Pilot*.



A

K

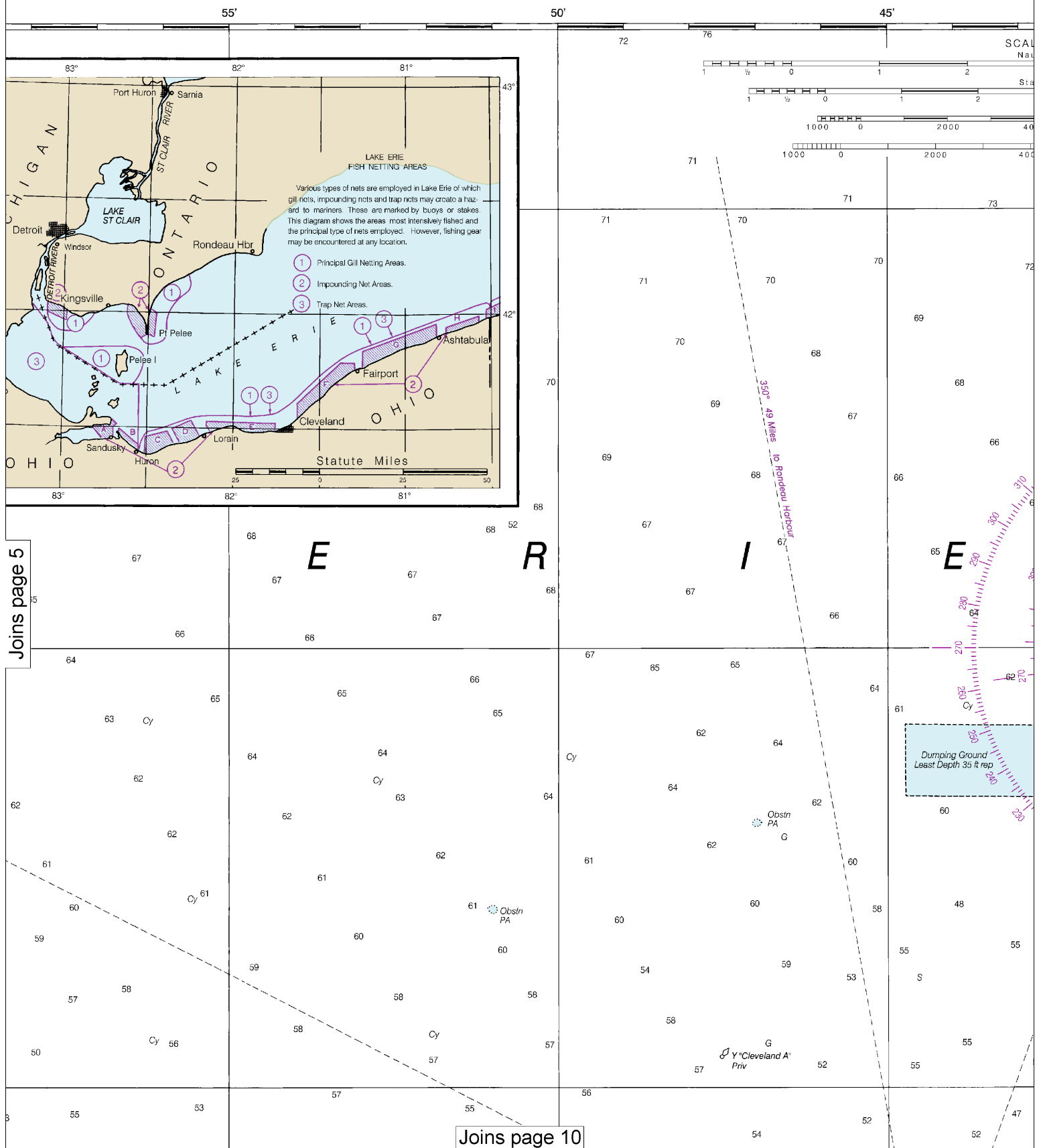
E

E

Joins page 6

Joins page 9

This BookletChart was reduced to 75% of the original chart scale.
The new scale is 1:106666. Barscales have also been reduced and are accurate when used to measure distances in this BookletChart.



Joins page 5

Joins page 10

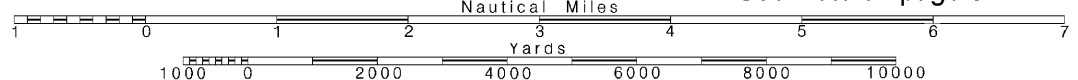
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Note: Chart grid lines are aligned with true north.

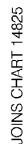
Printed at reduced scale.

SCALE 1:80,000
Nautical Miles

See Note on page 5.



14826



7

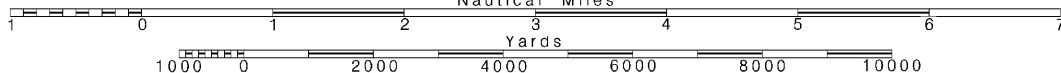
30:

Joins page 12

Printed at reduced scale.

~~SCALE 1:80,000~~
Nautical Miles

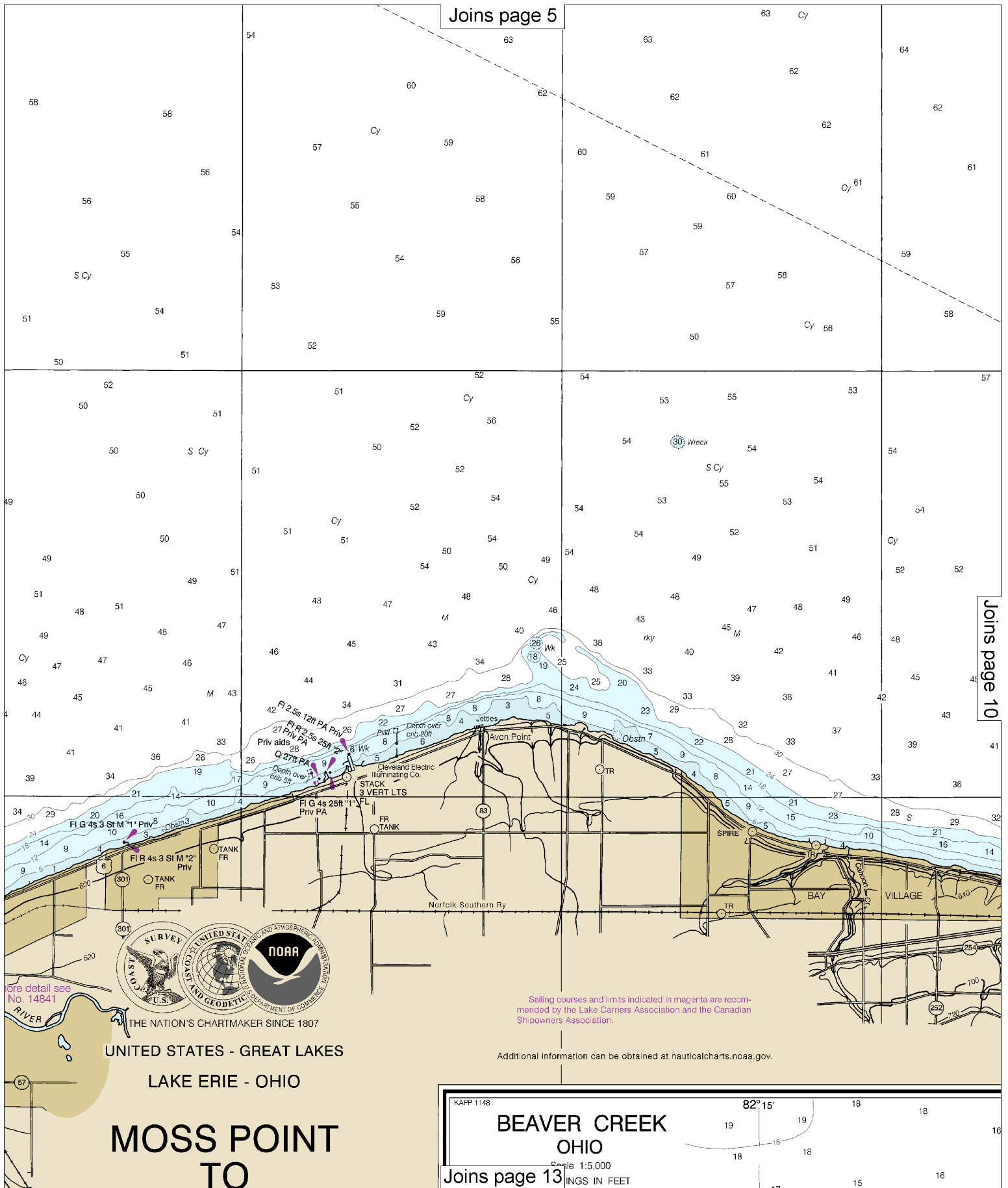
See Note on page 5.

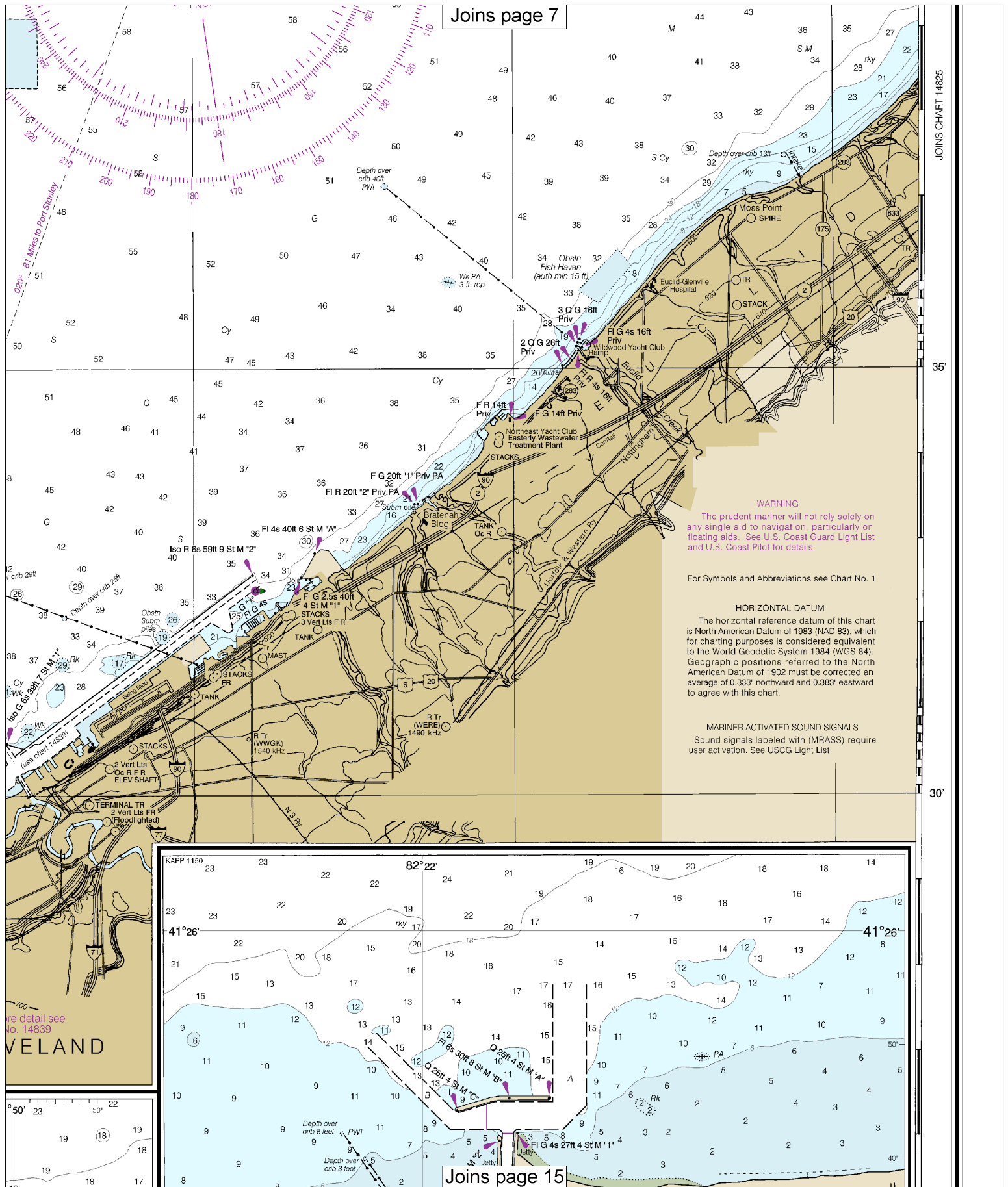


Note: Chart grid lines are aligned with true north.

Joins page 5

Joins page 10





JOINS CHART 14825

35'

30'

CAUTION

28th Ed., Sep. 2010. Last Correction: 6/24/2016. Cleared through:
LNM: 4816 (11/29/2016), NM: 4916 (12/3/2016), CHS: 1116 (11/25/2016)

Polyconic Projection
Scale 1 : 80,000

North American Datum of 1983
(World Geodetic System 1984)

SOUNDINGS IN FEET

NOTES

| | |
|---|----------|
| PLANE OF REFERENCE OF THIS CHART (Low Water Datum)..... | 569.2ft. |
| Referred to mean water level at Rimouski, Quebec, International Great Lakes Datum (1985). | |
| SAILING DIRECTIONS. Bearings of sailing courses are true and distances given thereon are in statute miles between points of departure. | |
| AIDS TO NAVIGATION. Consult U.S. Coast Guard Light List for supplemental information concerning aids to navigation. See Canadian List of Lights, Buoys and Fog Signals for information not included in the U.S. Coast Guard Light List. | |
| SYMBOLS AND ABBREVIATIONS. For complete list of symbols and abbreviations see Chart No. 1. | |
| BRIDGE AND OVERHEAD CABLE CLEARANCES. When the water surface is above Low Water Datum, bridge and overhead clearances are reduced correspondingly. For clearances see U.S. Coast Pilot 6. | |
| AUTHORITIES. Hydrography and Topography by the National Ocean Service, Coast Survey, with additional data from the Corps of Engineers, Geological Survey, U.S. Coast Guard, and Canadian authorities. | |

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SUPPLEMENTAL INFORMATION

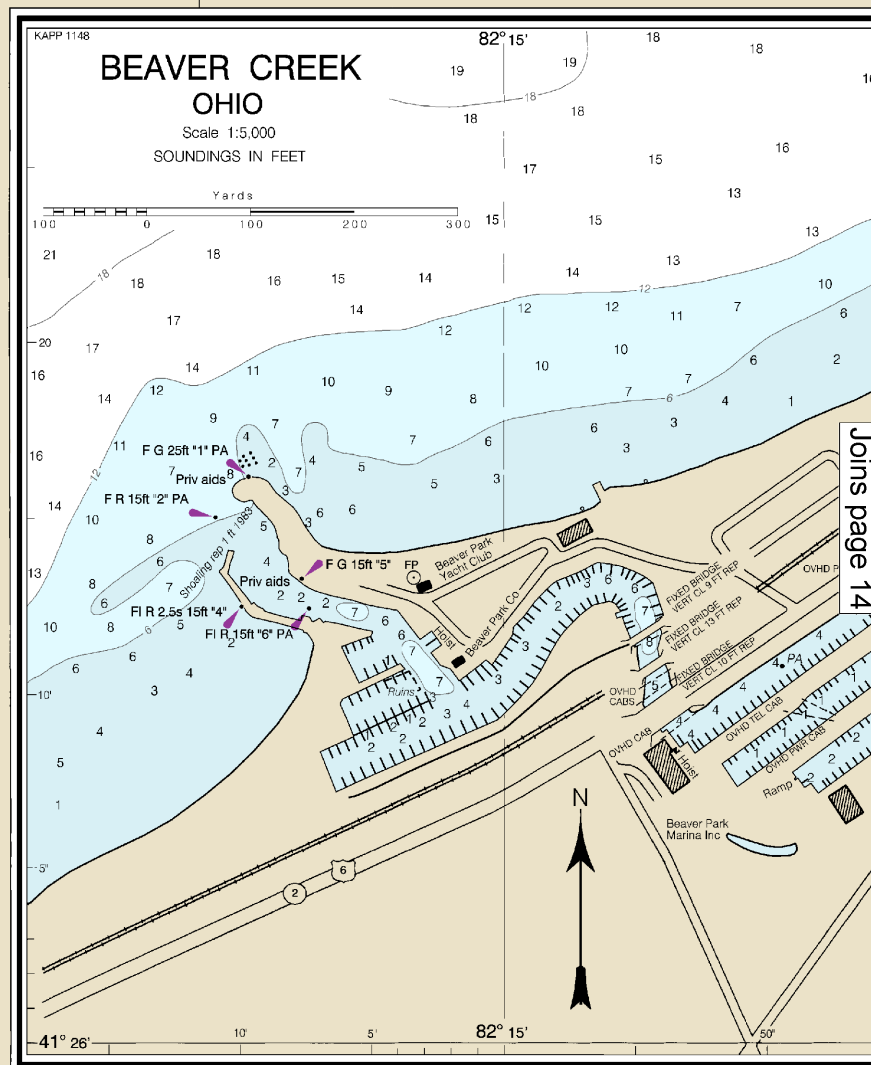
Consult U.S. Coast Pilot 6 for important supplemental information.

POLLUTION REPORTS

Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-8802 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 153).

RADAR REFLECTORS

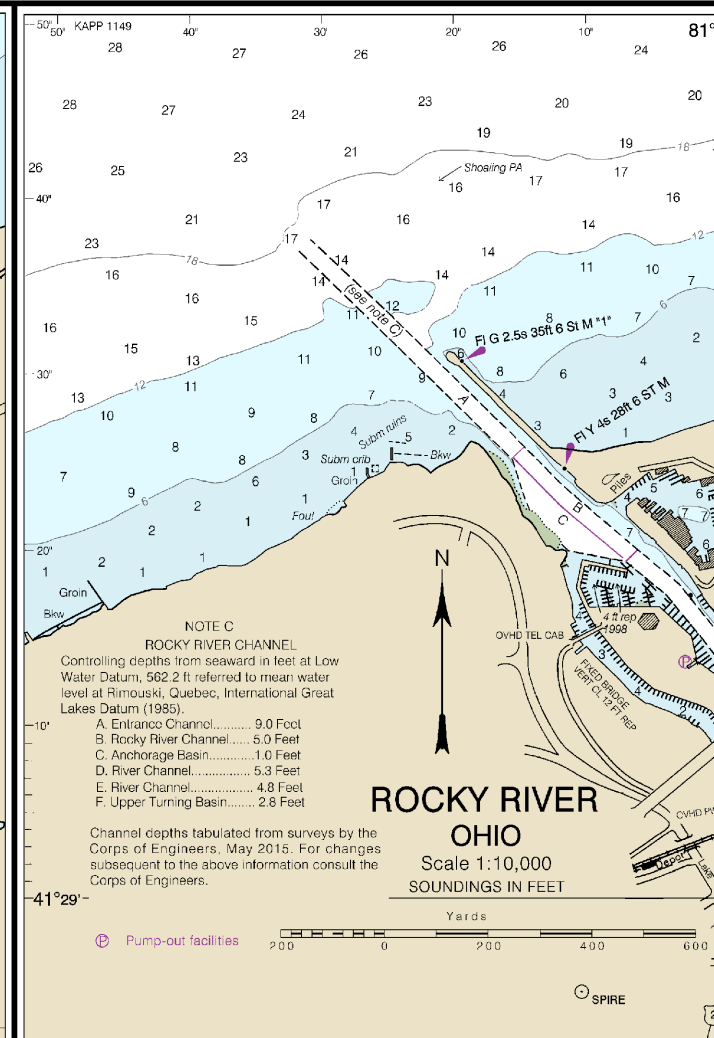
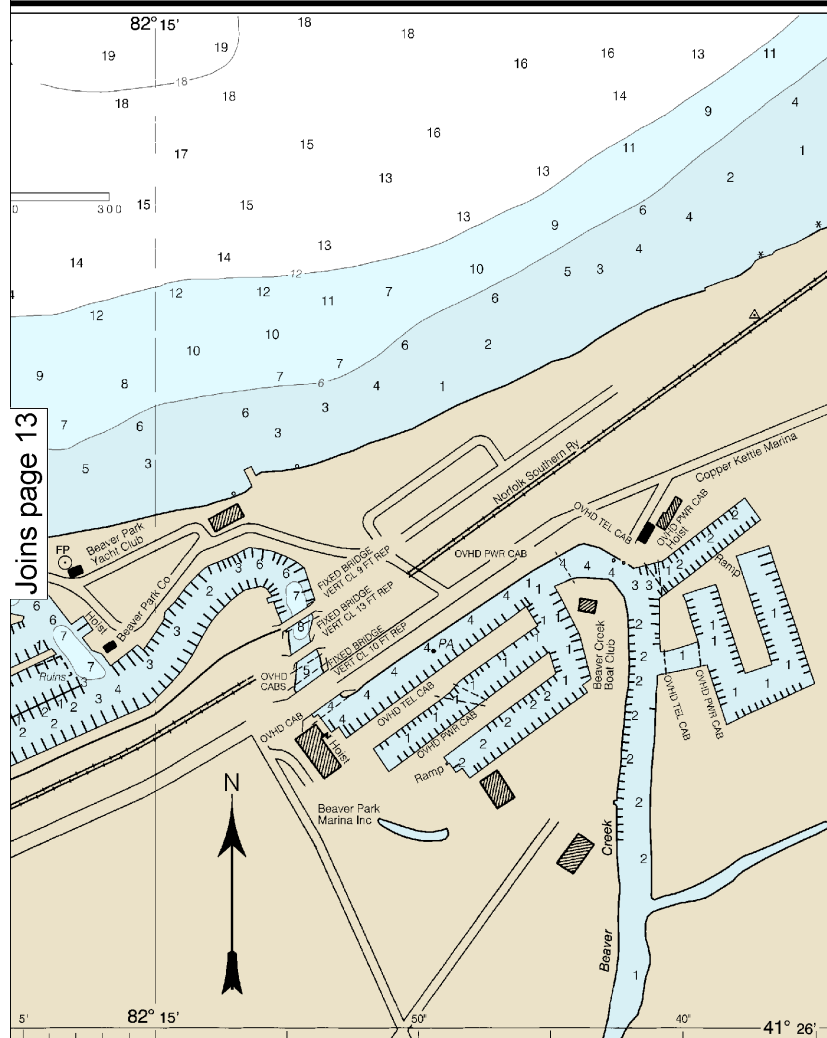
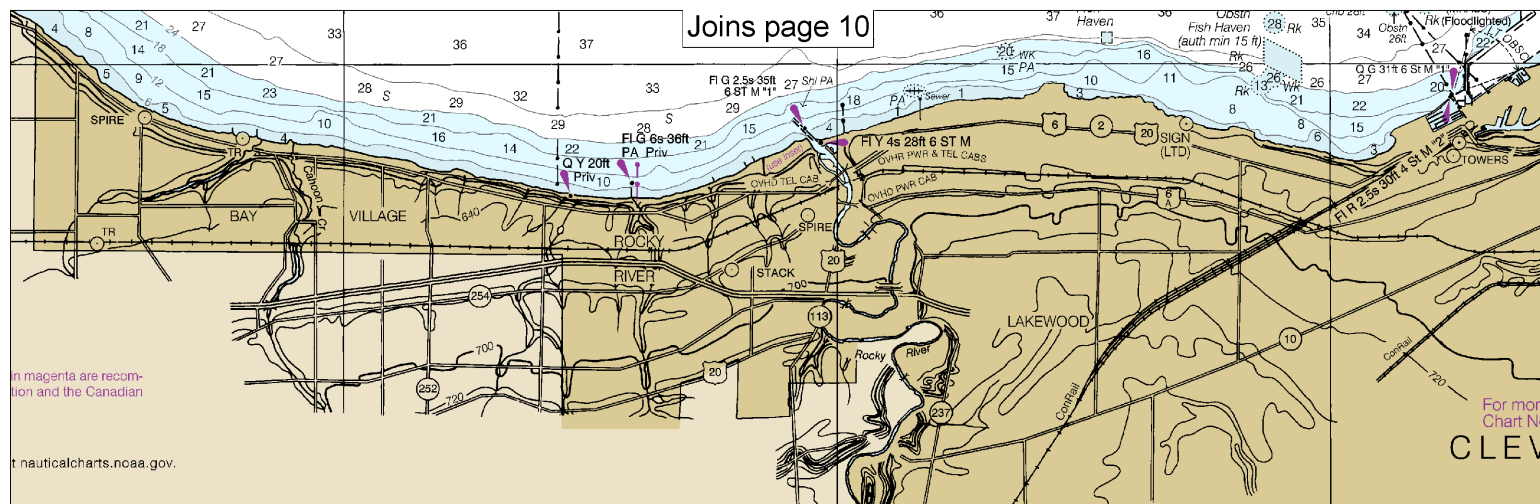
Radar reflectors have been placed on many floating aids to navigation. Individual radar reflector identification on these aids has been omitted from this chart.



Joins page 14

SOUNDINGS IN FEET

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U.S. DEPARTMENT OF COMMERCE
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
NATIONAL OCEAN SERVICE
COAST SURVEY



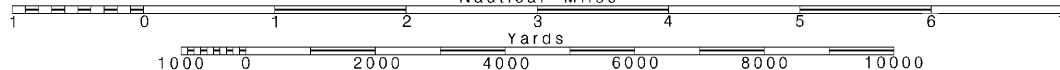
Published at Washington, D.C.
U.S. DEPARTMENT OF COMMERCE
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
NATIONAL OCEAN SERVICE
COAST SURVEY

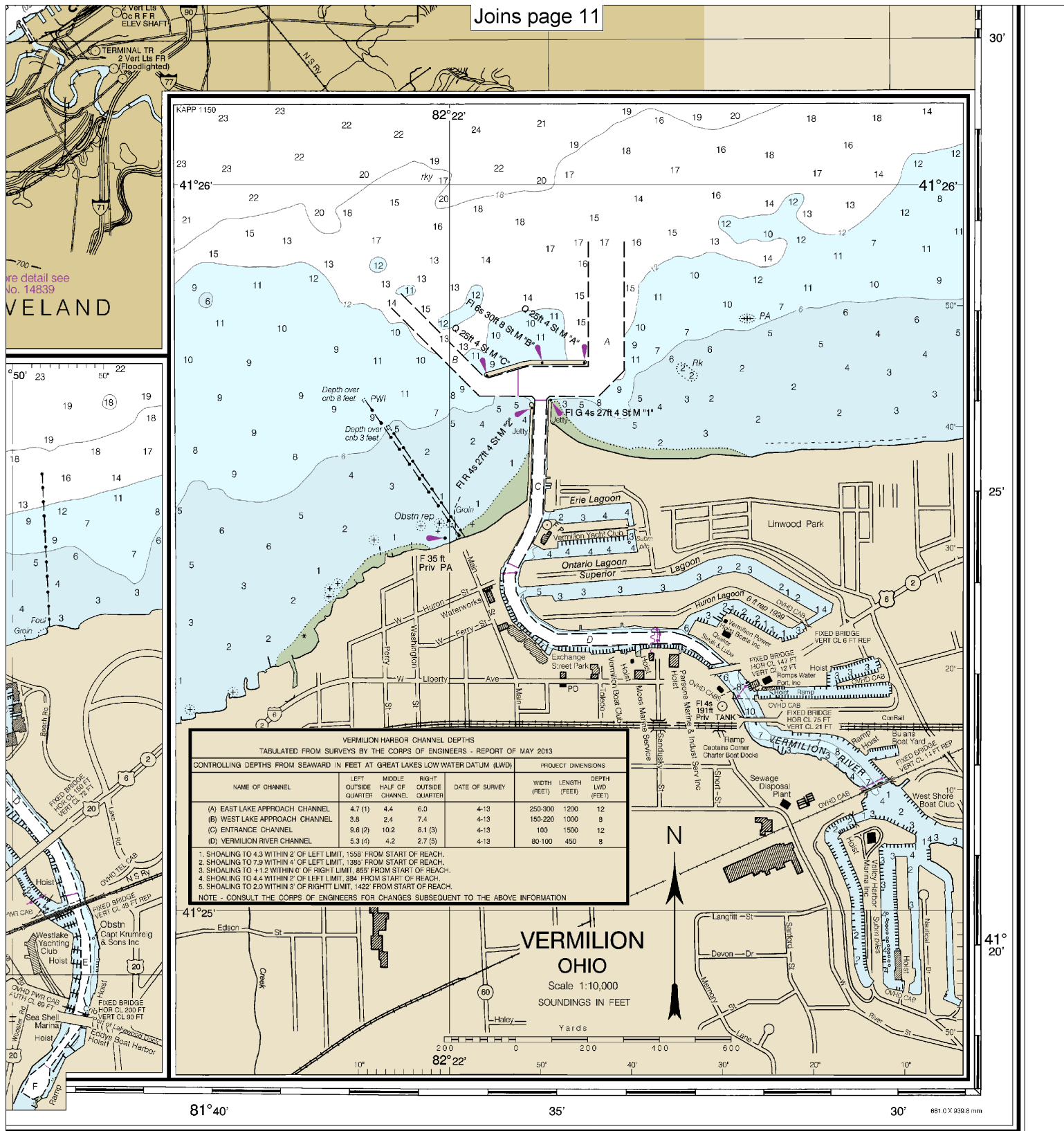
Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:80,000
Nautical Miles

See Note on page 5.





| FATHOMS | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 |
|---------|---|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|-----|
| FEET | 6 | 12 | 18 | 24 | 30 | 36 | 42 | 48 | 54 | 60 | 66 | 72 | 78 | 84 | 90 | 96 | 102 |
| METERS | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 |

Moss Point to Vermilion
 SOUNDINGS IN FEET - SCALE 1:80,000

14826



VHF Marine Radio channels for use on the waterways:

Channel 6 – Inter-ship safety communications.

Channel 9 – Communications between boats and ship-to-coast.

Channel 13 – Navigation purposes at bridges, locks, and harbors.

Channel 16 – Emergency, distress and safety calls to Coast Guard and others, and to initiate calls to other

vessels. Contact the other vessel, agree to another channel, and then switch.

Channel 22A – Calls between the Coast Guard and the public. Severe weather warnings, hazards to navigation and safety warnings are broadcast here.

Channels 68, 69, 71, 72 and 78A – Recreational boat channels.

Getting and Giving Help — Signal other boaters using visual distress signals (flares, orange flag, lights, arm signals); whistles; horns; and on your VHF radio. You are required by law to help boaters in trouble. Respond to distress signals, but do not endanger yourself.

Distress Call Procedures

- Make sure radio is on.
- Select Channel 16.
- Press/Hold the transmit button.
- Clearly say: "MAYDAY, MAYDAY, MAYDAY."
- Also give: Vessel Name and/or Description; Position and/or Location; Nature of Emergency; Number of People on Board.
- Release transmit button.
- Wait for 10 seconds — If no response Repeat MAYDAY call.

HAVE ALL PERSONS PUT ON LIFE JACKETS!



NOAA Weather Radio All Hazards (NWR) is a nationwide network of radio stations broadcasting continuous weather information directly from the nearest National Weather Service office. NWR broadcasts official Weather Service warnings, watches, forecasts and other hazard information 24 hours a day, 7 days a week.

<http://www.nws.noaa.gov/nwr/>

Quick References

| | | |
|---|---|---|
| Nautical chart related products and information | — | http://www.nauticalcharts.noaa.gov |
| Interactive chart catalog | — | http://www.charts.noaa.gov/InteractiveCatalog/nrnc.shtml |
| Report a chart discrepancy | — | http://ocsddata.ncd.noaa.gov/idrs/discrepancy.aspx |
| Chart and chart related inquiries and comments | — | http://ocsddata.ncd.noaa.gov/idrs/inquiry.aspx?frompage=ContactUs |
| Chart updates (LNM and NM corrections) | — | http://www.nauticalcharts.noaa.gov/mcd/updates/LNM_NM.html |
| Coast Pilot online | — | http://www.nauticalcharts.noaa.gov/nsd/cpdownload.htm |
| Tides and Currents | — | http://tidesandcurrents.noaa.gov |
| Marine Forecasts | — | http://www.nws.noaa.gov/om/marine/home.htm |
| National Data Buoy Center | — | http://www.ndbc.noaa.gov/ |
| NowCoast web portal for coastal conditions | — | http://www.nowcoast.noaa.gov/ |
| National Weather Service | — | http://www.weather.gov/ |
| National Hurricane Center | — | http://www.nhc.noaa.gov/ |
| Pacific Tsunami Warning Center | — | http://ptwc.weather.gov/ |
| Contact Us | — | http://www.nauticalcharts.noaa.gov/staff/contact.htm |



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This Booklet chart has been designed for duplex printing (printed on front and back of one sheet). If a duplex option is not available on your printer, you may print each sheet and arrange them back-to-back to allow for the proper layout when viewing.